

DECIDED INCREASE IN BUYING ORDERS

Greater Buoyancy in Wheat Market Toward Later Part of Week Indicates More Normal State of Affairs.

New York, October 15.—Price changes in domestic wheat markets were slow early in the week, although much of the time greater firmness was noticeable. The narrow action was especially noticeable at the outset, when nearly all traders were holding back, awaiting the issuance of the monthly report of the Department of Agriculture, which proved to be unfavorable, the yield per acre of spring wheat turning out to be decidedly small, only 9.7 bushels, against 9.8 bushels indicated in September, whereas in 1910 it was 11.7 bushels, and in 1909 15.8 bushels. In that year the crop was placed at 290,522,000 bushels, which contrasts sharply with 290,367,000 bushels now indicated, whereas early preliminary estimates called for approximately 290,000,000 bushels.

In short, we have produced about 50,000,000 bushels less than a normal crop, and to make matters worse the quality is uncommonly poor, a large percentage of the grain being light and shriveled, and consequently in some cases millers have found it necessary to use over five bushels to make a barrel of flour, instead of four and a half bushels, as customary.

Besides, some of the grain is so inferior as to be unfit for anything except making feed. Naturally, therefore, millers have been forced to pay high figures to secure prime grades.

Covering was partly stimulated also by encouraging cables, European markets being influenced in part by poor crop reports from Russia and stronger advices from Argentina, which was considered significant in view of the numerous reports of injury by frost there.

Then the badly complicated condition of political affairs in Southeastern Europe was creating uneasiness, and, furthermore, the European visible supply showed an unexpected decrease of 776,000 bushels, whereas a year ago there was an increase of 4,592,000 bushels.

In view of the facts, it was small wonder that exporters were in receipt of larger orders, but were unable to obtain any noteworthy quantity of hard winter wheat, and consequently took for forward shipments.

Late in the week markets were broader. There was greater buoyancy and more general animation. Apparently there was a decided increase in buying orders, which suggested to some shrewd observers a more normal and healthy state of affairs. No doubt part of the dealings reflected largely the great-

CONTINUE SEARCH WITHOUT RESULT

Mother of Drowned Woman in Critical Condition—Glidden Tour to Pass Winchester.

[Special to The Times-Dispatch.] Winchester, Va., October 15.—Mrs. Edith Shannon, the widowed mother of Miss Sallie Shannon, who was drowned along with her fiancé, Rev. E. B. Druen, the Presbyterian minister, formerly of Richmond, while fording the South Branch of the Potomac River near Springfield, W. Va., a week ago to-day while en route to Three Churches to attend services, is in a precarious condition at her home at Springfield, and it is feared she will not recover. The mother was very devoted. The father's health has not been good for a long time, and when the news came that her daughter had been swept down to death by one of the treacherous undercurrents of the river Mrs. Shannon was overcome, and she has since been dragging the river and using dynamite for several days in the hope of recovering the bodies, but up to this time the remains of Miss Shannon and Rev. Druen have not been taken from the water's grave.

Judge T. W. Harrison, in the Frederick county Circuit Court, has signed a decree awarding an absolute divorce to Rose Rosenberg Landau from Julius Landau, thus marking the close of one of the most sensational divorce suits ever filed in the local courts. Julius was a prospector from New York and was employed here. His wife brought sensational charges against him, and he filed a cross-bill, which was not pressed.

Lloyd T. Verhees, thirty-one years old, of Brunswick, Md., who had been unable to do active work for some time in several wrecks several years ago, was riding on a Baltimore and Ohio freight train a day or two ago, when he fell off between Brunswick and Knoxville, Md., and was ground to pieces. Walter Earl Sibert, a well known local Massie, member of the well known Frederick county families, were married here Thursday evening at the parsonage of the First Baptist Church by Rev. W. H. Carter and left for Kerns, where a large reception was held at the home of her brother, Dudley Massie.

The annual meeting of the Shenandoah Sunday School Institute is to be held on Thursday in Zion Protestant Episcopal Church, at Charleston, W. Va., and the principal speakers will be Bishop Coakley, Rev. W. D. Smith, of West Virginia; Rev. John Foster, of Hagerstown, Md., and Rev. W. P. Chrisman, of Mountville, W. Va.

Members of the Glidden party, now en route from New York to Jacksonville, Fla., via the National Highway, mapped out several years ago by New York and Atlanta papers, will be in Winchester and vicinity just in time to see the great annual apple harvest at its height. Winchester will be the noon stop for Monday, and the Business Men's Association and others have arranged for a special motorcade through the apple belt of Frederick county, in which about 240,000 barrels of apples are now being picked and packed for the domestic and foreign markets.

Mrs. William S. Love, wife of Dr. Love, of Winchester, and daughter of the late Charles James Faulkner, of Martinsburg, W. Va., was re-elected president of General Turner, of Winchester, and all other officers were re-elected. Mrs. Love is a sister of Mrs. Virginia Faulkner McSherry, of Martinsburg, who has been president of the United Daughters of the Confederacy for the past two years, and who will retire at the annual meeting of that body in Richmond next month. Mrs. Love will attend the meeting, and will be the guest of her sister, Mrs. Thomas S. Doocock, while in Richmond.

Although the season for quail, pheasants, turkeys and similar game birds does not begin until the first of November in Frederick county, it is reported that large numbers of such game have been slaughtered and smuggled out of the county to the city markets. There has been little, if any, activity upon the part of game wardens up to this time, but it is expected they will be ordered to enforce the law before the season opens. The laws are very stringent in many respects as a result of wholesale slaughter in recent years. Local merchants are even prohibited from selling game, except squirrels and rabbits.

Robert Lindamood, who served in the "Stonewall" Brigade, Confederate army, during the Civil War, died of paralysis several days ago at Stephens, Md., this county. He was born in Maryland, and lived in this county for many years, and is survived by two daughters, one son and two brothers. At his own request, his funeral services were very plain and simple, and no flowers were placed on his grave.

General Turner Ashby Camp, Confederate Veterans, of Winchester, is in possession of one of the most valuable historical documents of the war, a letter from the British commissioners, which was returned to Mr. Mason, who brought it to Winchester. His daughter, Miss Virginia Mason, presented it to Rev. Coupland R. Page, of Winchester, and he in turn has placed it among other relics of much value in the hall of Ashby Camp.

KILLS WIFE; WOUNDS HER MAN COMPANION

Fires Into Her Brain, After She Fell, Following First Bullet

New Castle, Ind., October 15.—Mrs. Clara Freil, twenty years old, daughter of Mr. and Mrs. Carl Vansant, is dead at the Butler Hospital, and Ralph Hunter, a clerk, is not expected to live. Both suffered bullet wounds, inflicted by the husband of Mrs. Freil. After being shot once, Mrs. Freil fell to the sidewalk in front of her home in Park Avenue. Then Freil shot Hunter five times, walked over to the prostrate form of his wife, placed the revolver at the back of her head and pulled the trigger again. She died shortly thereafter.

ERRATIC MOVEMENTS IN COTTON MARKET

Demoralized Condition Is Result of Crop Being Earliest in Its Development on Record. Covering of Shorts Chief Support.

New York, October 15.—The cotton markets have been in a semi-demoralized condition the past week. This has not been due to any particularly new developments in general conditions, or in the situation and outlook of the crop, but rather more the result of the crop being the earliest in its development on record, and also probably in excess of 14,000,000 bales, with the South marketing it faster than the world's spinners have cared to take it. This has forced such heavy offerings of the staple to spot dealers, and of the actual staple spot dealers, and the consuming points in this country, and to English and Continental interests, that the buyers have simply been insufficient to take all the cotton so offered. Thus prices for spot cotton on the Southern spot markets have been forced down, according to locality, to a level between 9 cents and 9.5 cents per pound.

Coverage of Shorts the Chief Support. The enormous Southern selling pressure, together with the favorable weather for the rapid picking and marketing of the crop, and the demoralized condition of the market, have been the chief support of the cotton market. The question arises, how can the market be sustained under these conditions? There is no incentive for any outside speculative or investment buying. With the recent retirement of former bull leaders from the support of the market, there has since been little protection to prices except from the occasional heavy buying to cover shorts to secure profits. This in turn has attracted rather general attention to what might have happened if the antipathy trading bill had been passed by the Congress. With such a law in effect now, the question arises, how would the farmers in the South and the Southern merchants and banks feel if they were prevented from selling cotton to any but spinners, as was proposed in this radical legislation?

Are known to have been covered by these shorts during the declines of the past week. But for the supporting influence to prices from this buying and the scaled buying on the declines from much less labor to cultivate it, prices would have been forced. As it is, prices are off 50 to 60 points further this week from last Saturday's closing quotations, and the market still shows an absence of rallying power.

This Week's Low Record Prices. The lowest prices for the week and

Throughout the machine the construction shows exceedingly good workmanship, and there is no apparent reason why the glider should not be able to travel considerable distances in a stiff wind, and it is believed, that it will be easier to control than any machine now in use. It presents practically no radical departure from the accepted type of the Wright biplane. The hangar and camp of the Wrights is about a quarter of a mile from the summit of Kill Devil Hill, where the first Wright aviation experiments took place. Slightly nearer is Hill No. 13, which is the most used in the experiments. Orville Wright said that he would use one or the other of these hills on Monday, according to the wind, and other conditions.

NEW WRIGHT FLYER BUT TINY MACHINE

Built on Similar Lines to Former Aeroplanes, It Weighs a Mere 145 Pounds.

Kitty Hawk, N. C., October 15.—With the assembling of the Wright brothers' latest development in the science of aviation, about which so much speculation has been indulged in, spectators were given their first view of the new flying device which is to be used by the famous aeroplane inventors in the solution of the problem of sustained flight with minimum power.

The new glider, as the Wrights call it, differs only slightly in form from the present-day machine now in use by them, and is not a buzzard-shaped affair, as has been reported. It is much lighter, however, than any machine now in use by the Wrights, weighing only about 145 pounds. There was not enough wind yesterday to fly the new aeroplane from Kill Devil Hill, and the first flight is expected to take place Monday, as the Wrights insist upon observing the Sabbath.

When the parts of the machine were assembled this morning, the plane was intended merely as a glider. It is a biplane, the planes measuring 32 feet across from tip to tip and 5.1 feet in breadth. From upper to lower plane there is a space of 12 feet. As in the case of the first Wright machine, the new glider is supported on skids. These, however, are very much lighter than those of the standard machine and only nine inches high.

To Carry But One Person. On the forward edge of the lower plane is a single seat for the operator, no provision being made for a passenger. The control levers are arranged the same as the power-driven machines. There is a double rear vertical rudder and a horizontal stabilizer. Exactly like the other aeroplanes, except that the tail frame is shorter and constructed much lighter.

One noticeable change in the glider is the lifting curve of the main plane. This curve, which runs from the entering edge to the rear of the plane, is decidedly flatter than the old style.

COSTLY BLAZE AT SOUTH BOSTON

[Special to The Times-Dispatch.] South Boston, Va., October 15.—This morning about 9:30 o'clock, Watchman N. H. Hall discovered fire in the wagon factory owned by the Barbour Buggy Company, and despite the efforts of the fire company, the main building was soon destroyed.

The fire started in the blacksmith shop, at the fire furnace, and because of the dry condition of the material spread rapidly. Mr. Hall was badly burned about the neck in his efforts to extinguish the flames before the arrival of the fire company. The factory was of brick, sixty by 200 feet, two stories high, and is connected from the buggy factory. It had a capacity of twenty-five wagons a day.

The warehouse and paintshop, adjoining this building, was also badly damaged. The loss is estimated at between \$30,000 and \$40,000, insured as follows: On building, \$10,000; machinery, \$9,000; stock in building, \$15,000. Seventy-five men were employed in the plant.

The Test of Time

determines whether the policies under which a bank is operated are safe.

This bank has been in business for forty-six years.

The soundness of its policies is attested by an Earned Surplus of \$1,000,000, and by the long list of conservative business men who transact their business here.

We have facilities for taking care of more business, and offer our services to those who appreciate the best in banking.

First National Bank

1104 East Main.

Resources over \$11,000,000.00

Bank of Commerce and Trusts

Capital and Surplus, \$325,000.00.

Depository for State of Virginia and City of Richmond

Able and willing to meet all legitimate business requirements.

This strong institution can serve you in many useful capacities.

Solicits accounts subject to check.

Business, personal and savings.

3% Interest Allowed

Loans on real estate and approved collateral.

Acts as executor, trustee, registrars of stocks and bonds.

Bank of Commerce and Trusts,

Ninth and Main Streets.

1865—Near Half a Century of Satisfactory Service—1911

Virginia State Insurance Co.

RICHMOND, VA.

Fire Losses Paid Exceed.....\$5,000,000

Surplus to Policyholders.....\$241,000

Reserves.....\$240,000

Keep Richmond's Insurance Money in Richmond.

Railroads.

SOUTHERN RAILWAY

TRAINS LEAVE RICHMOND.

N. B.—Following schedule figures published in the Richmond Daily, including Sunday, for the week ending October 15, 1911.

6:10 A. M.—Daily—Local for Charlottesville, Durham and Raleigh. 10:45 A. M.—Daily—Limited for Norfolk, Savannah, Jacksonville and Key West. 1:45 P. M.—Daily—Limited for Norfolk, Savannah, Jacksonville and Key West. 5:30 P. M.—Daily—Local for Richmond.

YORK RIVER LINE.

4:30 P. M.—Ex. Sun.—To West Pt. connecting with the Chesapeake and Ohio Railroad. 6:30 P. M.—Ex. Sun. and 7:30 P. M.—Mon., Wed. and Fri.—Local to West Point.

From the South: 6:30 A. M., 5:00 P. M., daily; 8:30 A. M., Ex. Sun.; 12:30 Ex. Sun.; 1:30 P. M., daily. From West Point: 9:30 A. M., daily; 11:30 A. M. Wed. and Fri.; 4:30 P. M. Ex. Sun.

S. E. BURGESS, D. P. A., 200 E. Main St., Phone Madison 454.

Railroads.

Richmond & Petersburg Electric Railway

Leave Richmond for Petersburg, 10:45 A. M., 1:45 P. M., 5:30 P. M., 7:30 P. M., 9:30 P. M. Leave Petersburg for Richmond, 6:30 A. M., 9:30 A. M., 1:30 P. M., 4:30 P. M., 7:30 P. M., 9:30 P. M.

Norfolk and Western Railway

ONLY ALL RAIL LINE TO NORFOLK.

Schedule in Effect October 2, 1911.

Leave Richmond for Norfolk, 10:45 A. M., 1:45 P. M., 5:30 P. M., 7:30 P. M., 9:30 P. M. Leave Norfolk for Richmond, 6:30 A. M., 9:30 A. M., 1:30 P. M., 4:30 P. M., 7:30 P. M., 9:30 P. M.

Railroads.

Richmond, Fredericksburg & Potomac R.R.

TO AND FROM WASHINGTON AND BEYOND.

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5:40 A. M. Byrd St. Sta.	5:40 A. M. Byrd St. Sta.
6:15 A. M. Byrd St. Sta.	6:15 A. M. Byrd St. Sta.
6:40 A. M. Byrd St. Sta.	6:40 A. M. Byrd St. Sta.
7:15 A. M. Byrd St. Sta.	7:15 A. M. Byrd St. Sta.
7:40 A. M. Byrd St. Sta.	7:40 A. M. Byrd St. Sta.
8:15 A. M. Byrd St. Sta.	8:15 A. M. Byrd St. Sta.
8:40 A. M. Byrd St. Sta.	8:40 A. M. Byrd St. Sta.
9:15 A. M. Byrd St. Sta.	9:15 A. M. Byrd St. Sta.
9:40 A. M. Byrd St. Sta.	9:40 A. M. Byrd St. Sta.
10:15 A. M. Byrd St. Sta.	10:15 A. M. Byrd St. Sta.
10:40 A. M. Byrd St. Sta.	10:40 A. M. Byrd St. Sta.
11:15 A. M. Byrd St. Sta.	11:15 A. M. Byrd St. Sta.
11:40 A. M. Byrd St. Sta.	11:40 A. M. Byrd St. Sta.
12:15 P. M. Byrd St. Sta.	12:15 P. M. Byrd St. Sta.
12:40 P. M. Byrd St. Sta.	12:40 P. M. Byrd St. Sta.
1:15 P. M. Byrd St. Sta.	1:15 P. M. Byrd St. Sta.
1:40 P. M. Byrd St. Sta.	1:40 P. M. Byrd St. Sta.
2:15 P. M. Byrd St. Sta.	2:15 P. M. Byrd St. Sta.
2:40 P. M. Byrd St. Sta.	2:40 P. M. Byrd St. Sta.